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DEPT. OF TRANSPORTATION
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February 4, 2003

Docket Management System
U.S. Department of Transportation
400 Seventh Street SW, Room Plaza 401
Washington, DC 20590

Re: Modification of Docket Number 11580 (SFAR-94)

On February 13, 2003 SFAR-94 is scheduled to expire. On behalf of myself, and as an employee of the Montgomery County Revenue Authority, Owner and Grant Sponsor of the Montgomery County Airpark (GAI), I encourage you to relax the extreme restrictions that have been placed on the "DC3" in favor of more routine operating constraints based on principles of common sense risk management similar to those in place at the other 32 public use airports in the State of Maryland.

Since September 11, 2001 all General Aviation facilities across the nation, and especially those in the greater Washington D.C. region have been on an increased state of alert to thwart the possibility of terrorist threats that would initiate from their collective airports.

Although no formal security programs have been introduced or mandated by the Federal Government, the General Aviation community in the State of Maryland has banded together to adopt voluntary security measures ranging from the Airport Watch Program as introduced by AOPA to a self-policing "know your neighbor" policy.

The tight restrictions placed on the "DC3" make little sense when you stop to consider that any airport, landing field, or waterway in the surrounding area, or in the entire country for that matter, could conceivably launch an airplane, glider, helicopter or ultralight to inflict damage in a terrorist related manner. To single out the "DC3" and not call attention to the trucking and boating industry, major suppliers of commerce in the Washington region for example, does not present an equitable situation, in my opinion. The Gravelly Point area near Reagan National Airport where hundreds can gather on a daily basis to observe Part 139 operations poses much more of a terrorist threat than does any private aircraft based at the "DC3".

Our economy is hurting and General Aviation is following suit. But in particular, the "DC3" have already suffered devastating economic losses and the only chance for their survival is, as the Federal Government stated in late September of 2001, a "return to normal" posture to be adopted when SFAR-94 expires on February 13, 2003.

I respectfully ask for your consideration in this matter.

A handwritten signature in black ink, appearing to read "Luke", with a stylized flourish above the name.

John G. Luke
Business Manager
Montgomery County Revenue Authority

cc: The Honorable Michael P. Jackson, Deputy Secretary
The Honorable Steny Hoyer, US House of Representatives
Senator Paul Sarbanes, United States Senate
Senator Barbara Mikulski, United States Senate
The Honorable John L. Mica, Chairman, Aviation Subcommittee
Senator John McCain, Chairman, Senate Commerce, Science & Transportation
Committee
Senator Kay Bailey Hutchison, Chairperson, Senate Aviation Subcommittee